

NIANTIC BAY AND HARBOR
CONNECTICUT

SURVEY
(REVIEW OF REPORTS)

U. S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS
WALTHAM, MASS.

ENGBR(30 Oct 64) 1st Ind
SUBJECT: Survey (Review of Reports) on Niantic Bay and Harbor,
Connecticut

Board of Engineers for Rivers and Harbors, Washington, D. C. 20315
11 December 1964

TO: Chief of Engineers, Department of the Army

1. The Division Engineer issued a public notice stating his recommendation and affording interested parties an opportunity to present additional information to the Board. No communications have been received.

2. The Board notes that improvements to provide for a recreational navigation channel from deep water in Niantic Bay to deep water inside the harbor have been approved by the Chief of Engineers for accomplishment under Section 107 of the River and Harbor Act of 1960. The Board further notes that, when constructed, the authorized improvements will meet adequately the needs of present and prospective navigation.

3. Therefore, the Board reports further authorization to provide Federal improvements for navigation at Niantic Bay and Harbor, Connecticut, is not required at this time.

FOR THE BOARD:

R. G. MacDONNELL
Major General, USA
Chairman

U.S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS
424 Trapelo Road
Waltham, Mass. 02154

NEDED-R

30 October 1964

SUBJECT: Survey (Review of Reports) on Niantic Bay and Harbor,
Connecticut

TO: Chief of Engineers
ATTN: ENGCW-PD
Department of the Army
Washington, D. C.

SYLLABUS

The Chief of Engineers on 26 May 1964 under authority of Section 107 of the 1960 River and Harbor Act, approved for accomplishment improvement of navigation facilities at Niantic Bay and Harbor, Connecticut. Formal adoption as a Federal project was made on 24 August 1964. The Division Engineer finds that no further navigation improvement in addition to that authorized is warranted at this time.

* * * * *

1. This report is submitted in compliance with a resolution adopted 6 May 1960.

"RESOLVED BY THE COMMITTEE ON PUBLIC WORKS OF THE UNITED STATES SENATE, That the Board of Engineers for Rivers and Harbors, created under Section 3 of the River and Harbor Act, approved June 13, 1902, be, and is hereby, requested to review the reports of the Chief of Engineers on Niantic Bay and Harbor, Connecticut, published as House Document numbered 829, Sixty-fifth Congress, Second Session, and subsequent reports, with a view to determining whether any modification of the recommendations contained therein is advisable at the present time."

2. The Niantic Bay and Harbor area is located on the north side of Long Island Sound approximately 5-1/2 miles west of New London Harbor. The two towns immediately tributary to Niantic Bay and Harbor - East Lyme along the west shore and Waterford along the east shore - are residential towns with a combined population of 22,173 (1960). The bay

and harbor are used extensively by recreational craft. There is no commercial navigation on the waterway; however, commercial shell-fishing is extensive in the tidal flats of the harbor.

3. There is no existing Federal project for navigation at Niantic Bay and Harbor although the area has been the subject of six previous navigation reports dating from 1884. This survey report was authorized to review the previous reports to determine the engineering feasibility and economic justification for improving general navigation facilities for the prospective recreational fleet. A public hearing was held in East Lyme on 31 January 1962 to ascertain the navigation improvements desired by local interests.

4. A plan of improvement was developed generally in conformance with the desires and needs of local interests. The improvements will provide for a channel 8 feet deep, 100 feet wide extending from deep water in the bay to the highway bridge; thence through the harbor, 6 feet deep, 100 feet wide to deep water south of Sandy Point. The channel would narrow at the navigation openings of the railroad and highway bridges, 45 and 65 feet, respectively, as shown on the inclosed map. The plan represents the most economical and practical development for permitting increased use of both existing and future facilities. The scope and costs of the plan are of such magnitude as to make the plan eligible for accomplishment under the general authority of Section 107 of the 1960 River and Harbor Act.

5. All Federal, State, and local agencies thought to be interested or affected by the proposed navigation improvement were consulted during the study. Generally, fish and wildlife interests concur in the project construction provided that adequate provisions are made to safeguard shellfish life in the harbor.

6. In view of the local nature of the benefits to accrue to the recreational fleet, local interests will be required to make a 50 percent cash contribution toward the first cost of construction. In addition, they will be required to provide and maintain an adequate public landing with an access channel and berth having depths commensurate to the Federal 6-foot deep channel; provide all necessary lands, easements, and rights-of-way needed for construction and maintenance of the project; provide suitably diked spoil disposal areas; and hold and save the United States free from damages that may result from construction and maintenance of the project.

7. Local interests have accepted the plan of improvement as meeting their present and prospective navigation needs at Niantic Bay and Harbor. They have indicated a willingness and ability to meet the requirements of local cooperation.

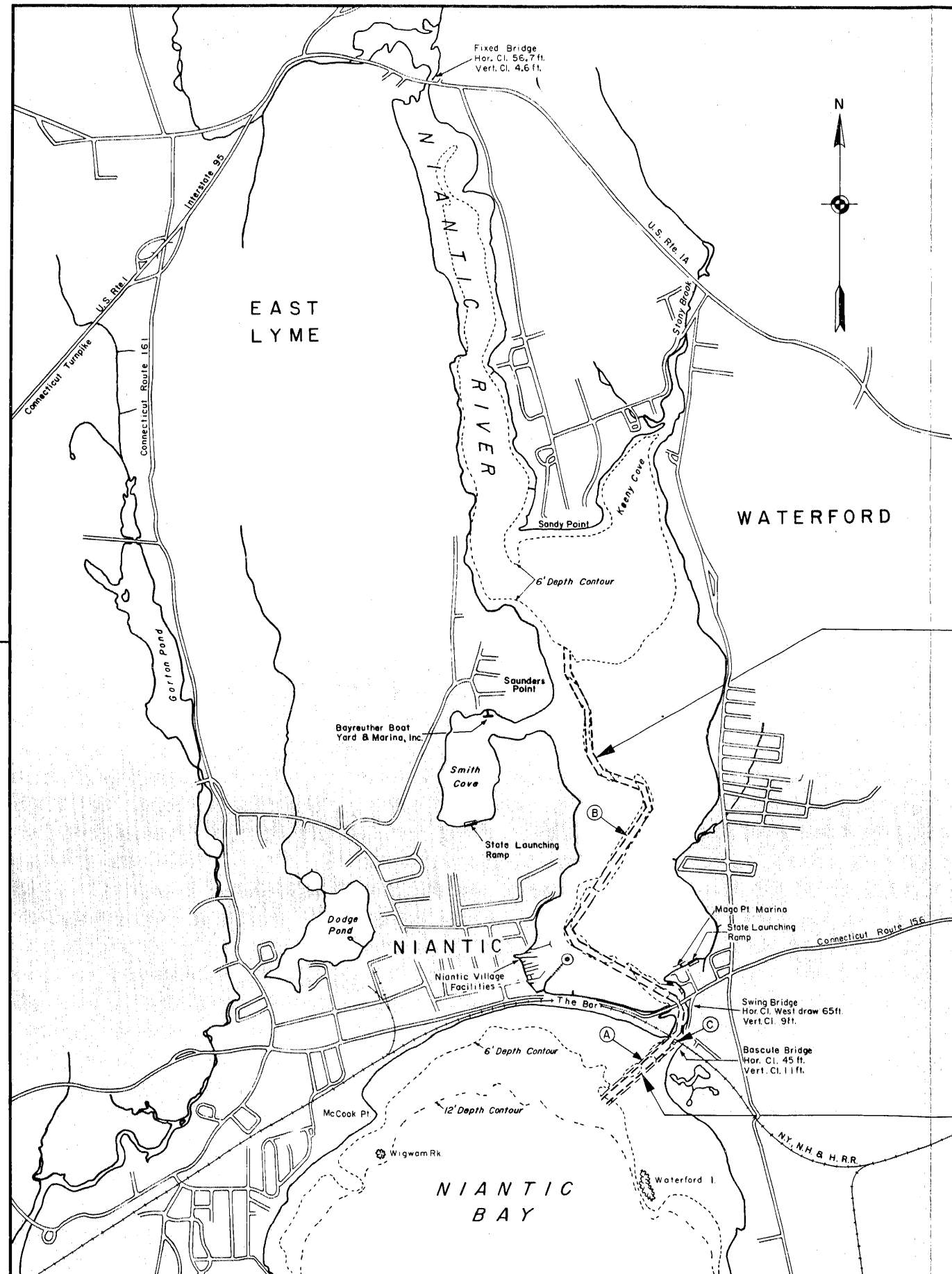
8. Accordingly, the Chief of Engineers on 26 May 1964, under authority of Section 107 of the 1960 River and Harbor Act, approved for accomplishment the aforementioned navigation improvement for Niantic Bay and Harbor.

9. The Division Engineer recommends no further navigation improvement for Niantic Bay and Harbor, Connecticut at this time.

2 Incl:

1. Map
2. Add'l Infor Called
for by Senate
Resolution 148

P. C. HYZER
Brigadier General, USA
Division Engineer

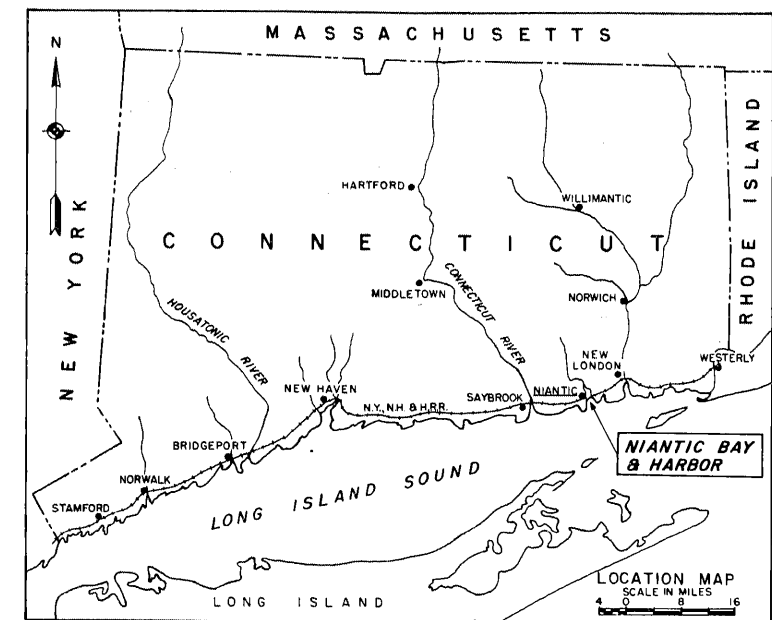
**IMPROVEMENT AUTHORIZED**

24 AUGUST 1964 UNDER SECTION 107
OF RIVER & HARBOR ACT OF 1960

Channel: 8 feet deep, 100 feet wide to highway bridge; thence
6 feet deep, 100 feet wide to deep water at Sandy Point

DESIRED IMPROVEMENTS**NOT RECOMMENDED**

- (A) Channel: 12 feet deep, 200 feet wide to railroad bridge; thence
(B) 8 feet deep, 100 feet wide to deep water at Sandy Point.
(C) Remove abandoned railroad bridge turntable and southerly portion of fender rack.



U.S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS, WALTHAM, MASS.	
NIANTIC BAY & HARBOR CONNECTICUT	
SHEET 1 OF 1	1964
SCALE IN FEET 0 1000 2000 3000	
APPROVED: <i>[Signature]</i>	TO ACCOMPANY SURVEY REPORT
SUBMITTED: <i>[Signature]</i>	DATED: OCTOBER 30, 1964
CHIEF, PLANNING AND REPORTS BRANCH	DR. BY: TCM
CHIEF, RIVER AND HARBOR SECTION	TR. BY: TCM
PROJECT ENGINEER	CH. BY:
FILE NO. Nc. 453	

NIANTIC BAY AND HARBOR, CONNECTICUT

Information Called for by Senate Resolution 148, 85th Congress, Adopted
28 January 1958

1. This study considered the need and justification for providing navigation improvements for recreational craft at Niantic Bay and Harbor, located on the Connecticut shore about 9 miles east of the mouth of the Connecticut River.

2. The principal navigation difficulty at Niantic Bay and Harbor is caused by a narrow and shoal channel, which results in a substantially reduced use of the existing harbor facilities. The study found that a deeper and wider channel with some minor alignment changes was justified.

3. As a result of the study, the Chief of Engineers approved for accomplishment an improvement for Niantic Bay and Harbor under authority of Section 107 of the 1960 River and Harbor Act. The improvement was formally adopted as a Federal project on 24 August 1964 and provides for an 8 and 6-foot deep channel, 100 feet wide from deep water in the bay to deep water in the upper harbor.

4. Local interests had requested a deeper and wider channel than the channel authorized and also, removal of an abandoned railroad bridge turntable and fender rack. Provision of the larger channel could not be justified in view of the type and size of the recreational craft expected to use the waterway. Consideration was given to straightening the natural channel; however, only minor alignment changes were made because fish and wildlife agencies and marine biologists reported that major changes would disrupt the circulation pattern needed for favorable shellfish production. Removal of the turntable and fender rack were not found warranted since the objects do not constitute a hazard or unreasonable obstruction to navigation.

5. Local interests have indicated the plan of improvement authorized would meet the needs of present and prospective navigation.